

BookletChart™

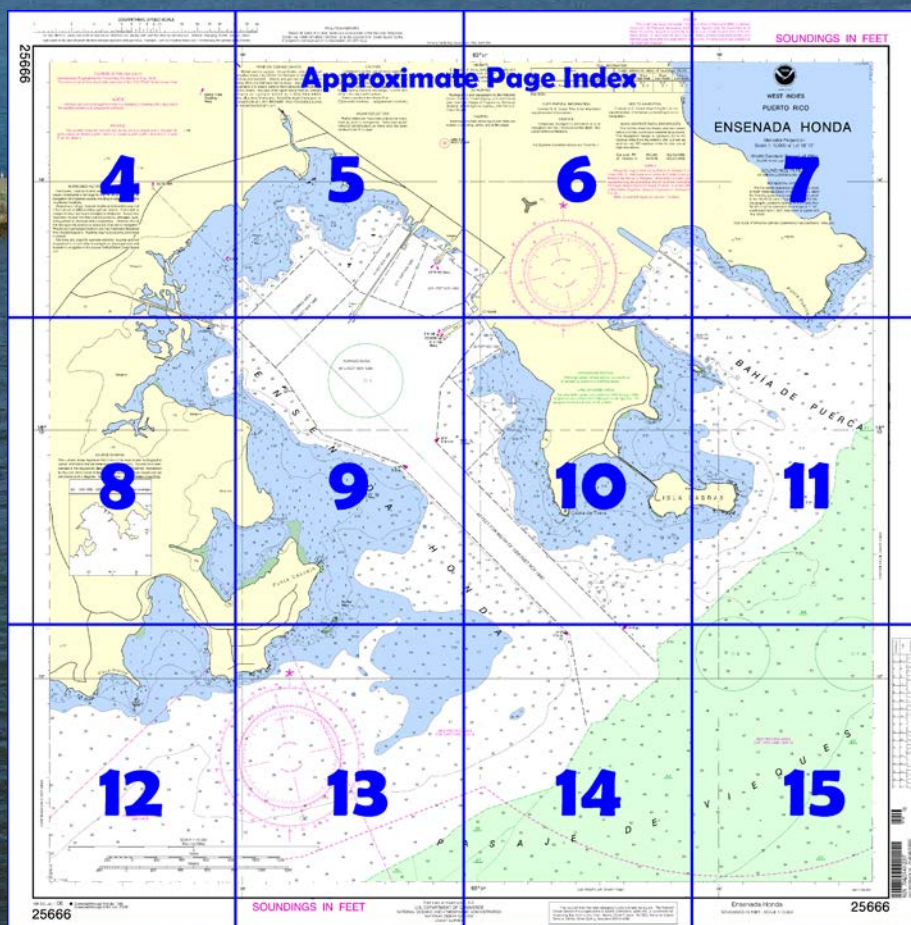
Ensenada Honda NOAA Chart 25666



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25666>.



(Selected Excerpts from Coast Pilot)

Ensenada Honda, 10 miles S of Cabo San Juan Light, is the site of the **Roosevelt Roads United States Naval Station**. In 2007, the naval station was reported closed. The harbor is well protected by the circular shore and the reefs which constrict the entrance to 0.3 mile. The harbor is included in a **restricted area** which extends from **Punta Figueras** (see chart 25663), 3.5 miles N of Ensenada Honda, to 2 miles W of the entrance. (See **334.1480**, chapter 2, for

limits and regulations.)

Bahia de Puerca, a mile NE of Ensenada Honda, has depths of 37 feet or more, leading to a pier with 37 feet alongside at the head of the bay. A

26-foot spot is 150 yards SW of the pier. The 1,000-foot pier consists of a series of caissons connected by walkways; a large inactive graving dock is inshore of the pier.

Isla Cabras, on the E side of the entrance to Ensenada Honda, has a rocky bluff on the E side. **Vieques Southwest Channel Range Front Light** (18°12'42"N., 65°36'00"W.), 70 feet above the water, is shown from a skeleton tower with a rectangular white daymark with a central red vertical stripe near the E end of the island. The island is connected to the mainland by a causeway. **Cabra de Tierra** is the southernmost point of a low neck covered with mangroves and palms separating Ensenada Honda from Bahia de Puerca.

Punta Cascajo, the W point at the entrance to Ensenada Honda, has rocky cliffs on the S side and a bare reef 250 yards off the SE side. Many houses are on the high part of the point, and trees fringe the shoreline. An unnamed cove just NW of the point is blocked at the entrance by a permanent shark net.

The SW approach to Ensenada Honda is marked by a **025°24'** lighted range. (The front range light is on Isla Cabras and the rear range light is on Punta Puerca.)

Channels.—A dredged channel, marked by lighted and unlighted buoys, a light, and a **315°** lighted range, leads to a large turning basin in Ensenada Honda. Vessels anchor inside the harbor according to draft; the holding ground is soft mud, which may cause some dragging during a hurricane. In 1990, a controlling depth of 40 feet was available in the channel and turning basin.

Wharves.—**Pier 1**, U.S. Navy fuel pier, the more W pier on the NE side of Ensenada Honda, is 450 feet long with 32 feet along the W side and 36 feet along the E side; water is available. A small boat landing with about 15 feet alongside is inshore of the E side of the fuel pier.

Pier 2, U.S. Navy cargo pier, SE of Pier 1, is 398 feet long with 32 feet alongside; water is available. An LST landing ramp is about 400 yards SE of the cargo pier.

Pier 3, a 1,200-foot-long U.S. Navy aircraft carrier pier marked at its seaward end by fixed red lights, is 0.25 mile S of Pier 2. Depths of about 39 feet are alongside.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Customs and immigration, services are handled by representatives from Fajardo.

An **agricultural quarantine** official is at the Roosevelt Roads Naval Station.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



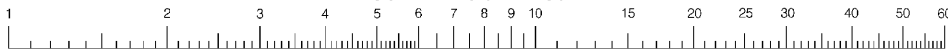
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard office. If telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio aids to marine navigation can be found in the U.S. Coast Guard Light List. Geospatial-Intelligence Agency (GA) Radio direction-finder bearing broadcasting stations are subject to change without notice. Station positions are shown in the Light List. (Accurate location) (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on floating aids to navigation. If reflector identification on these aids is omitted from this chart, it is not to be used.

COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
UNEXPLODED ORDNANCE

Mariners are cautioned against anchoring, dredging, or trawling in this area due to the possible existence of unexploded ordnance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Guard Pilot for details.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Mangrove

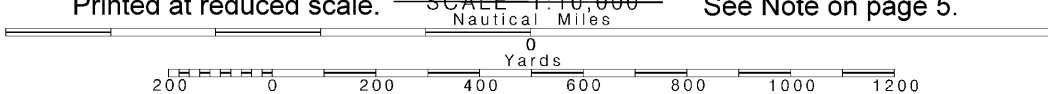
Mangrove

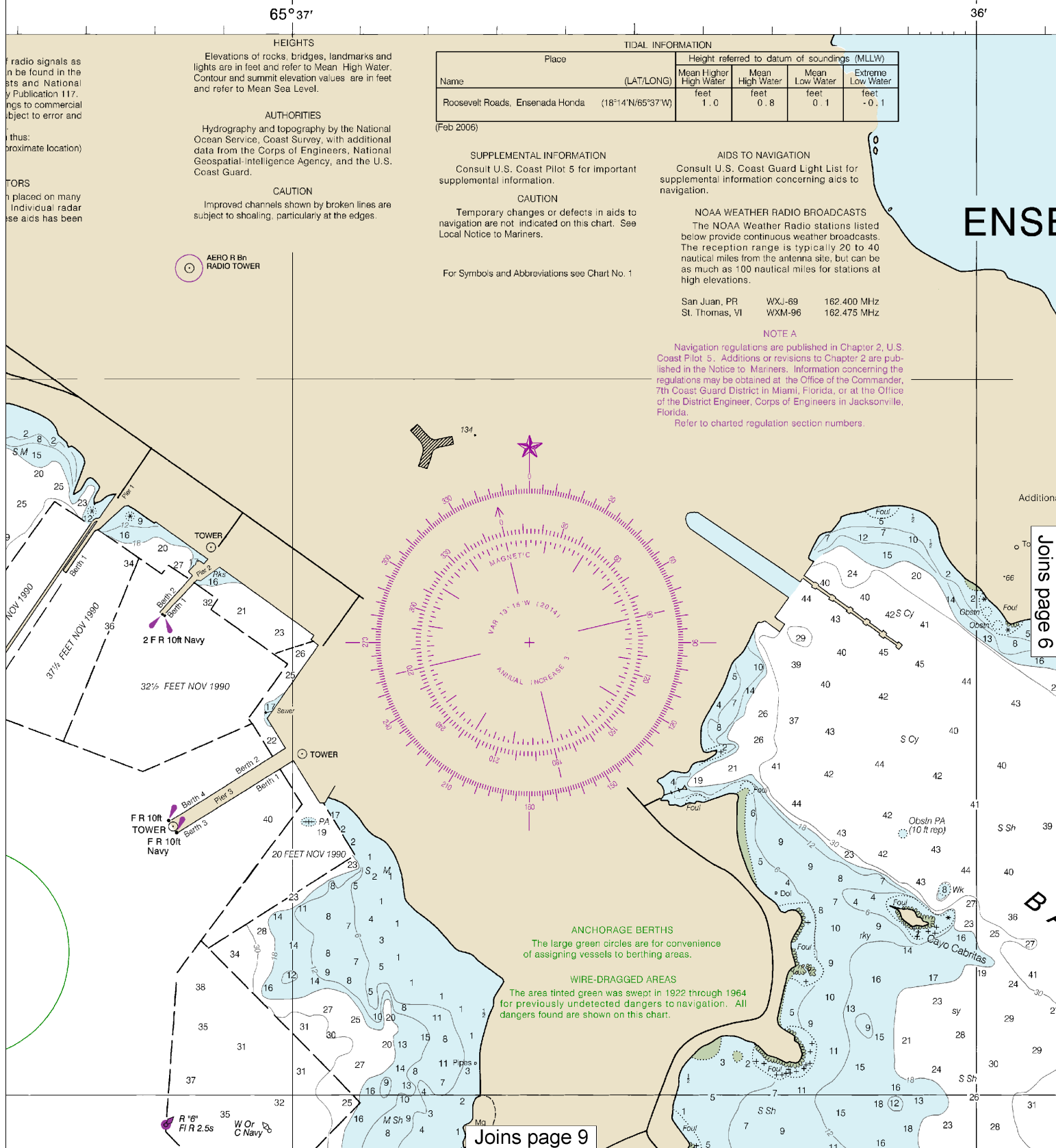
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SCALE 1:10,000

See Note on page 5.

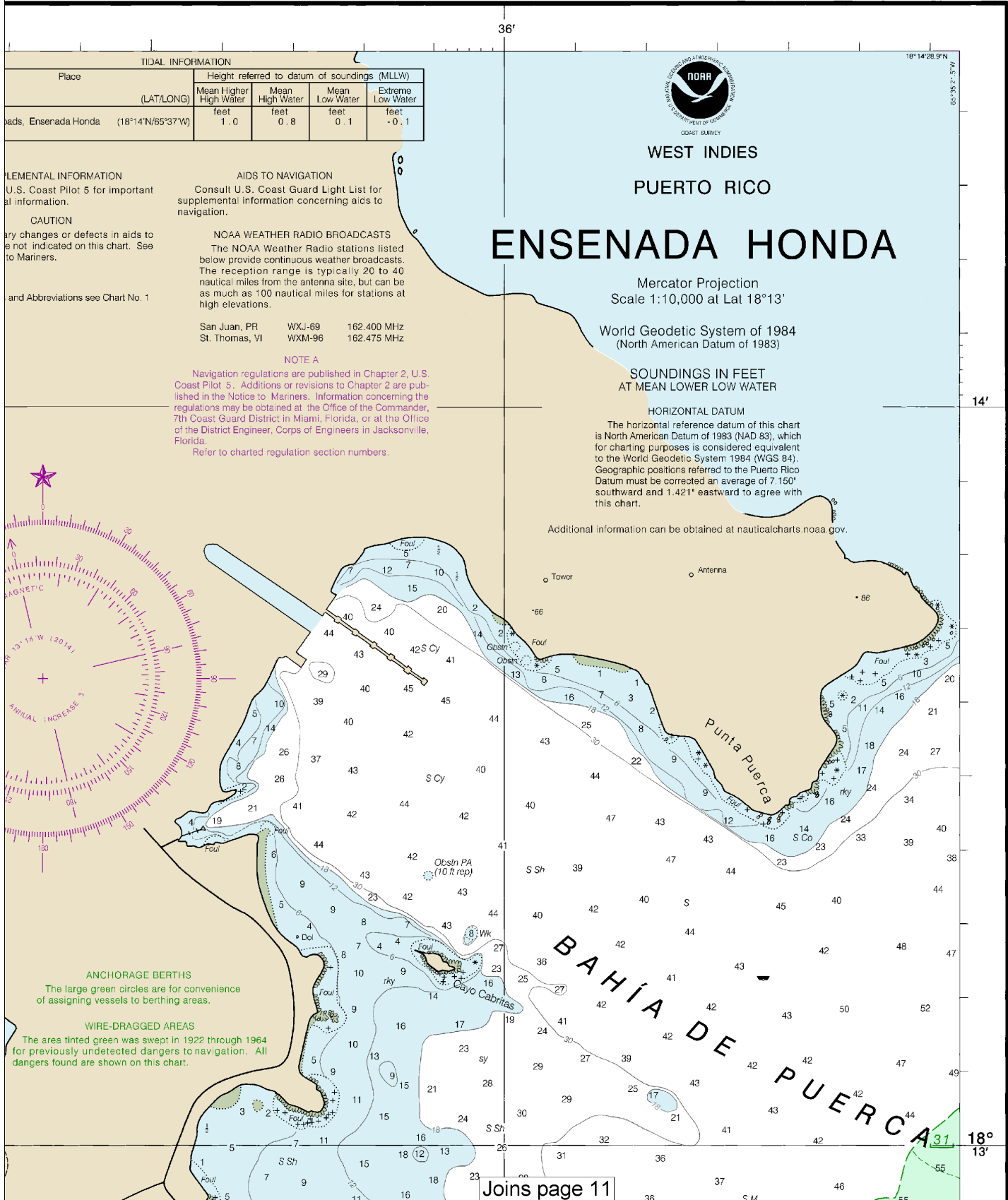


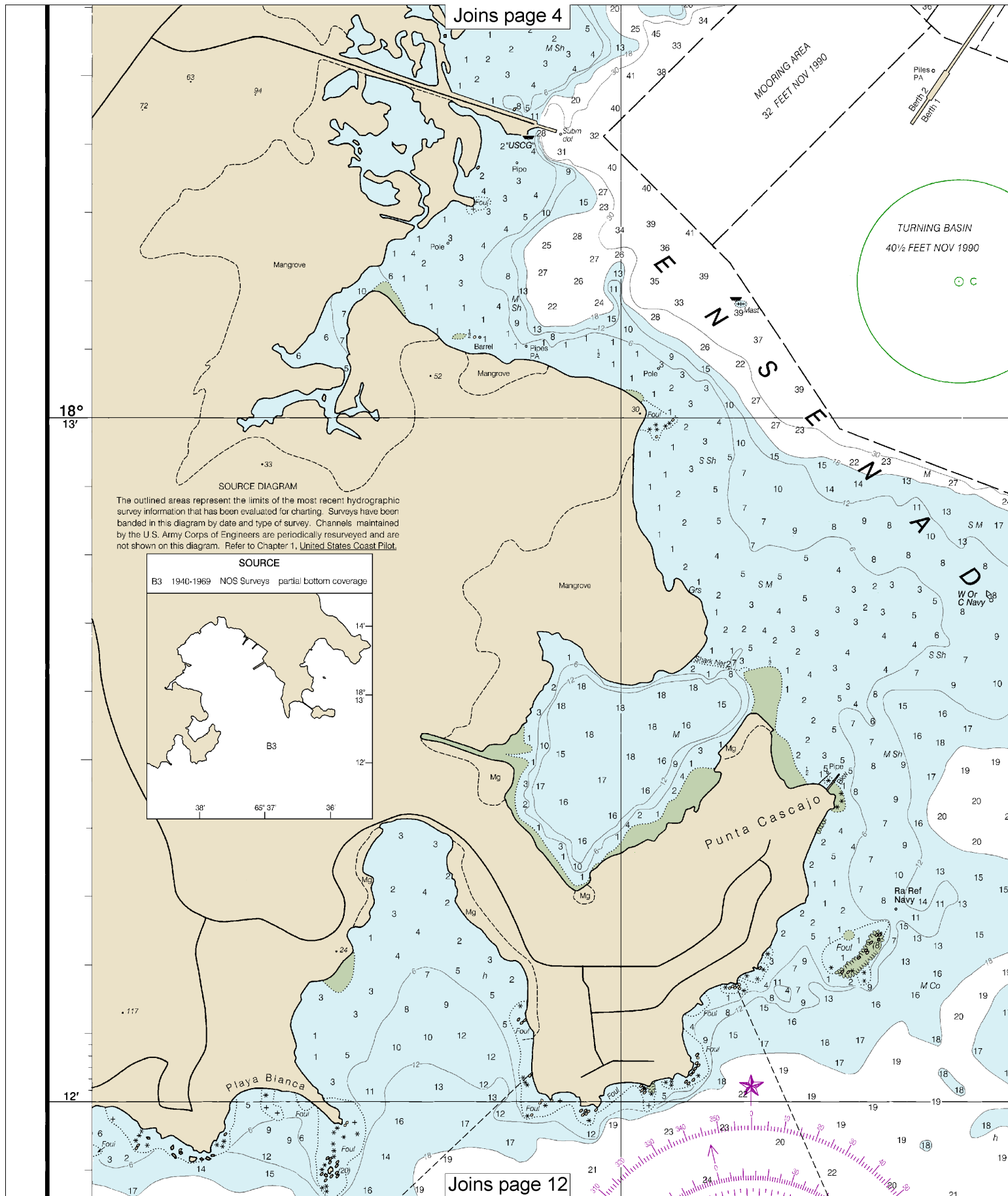


CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET





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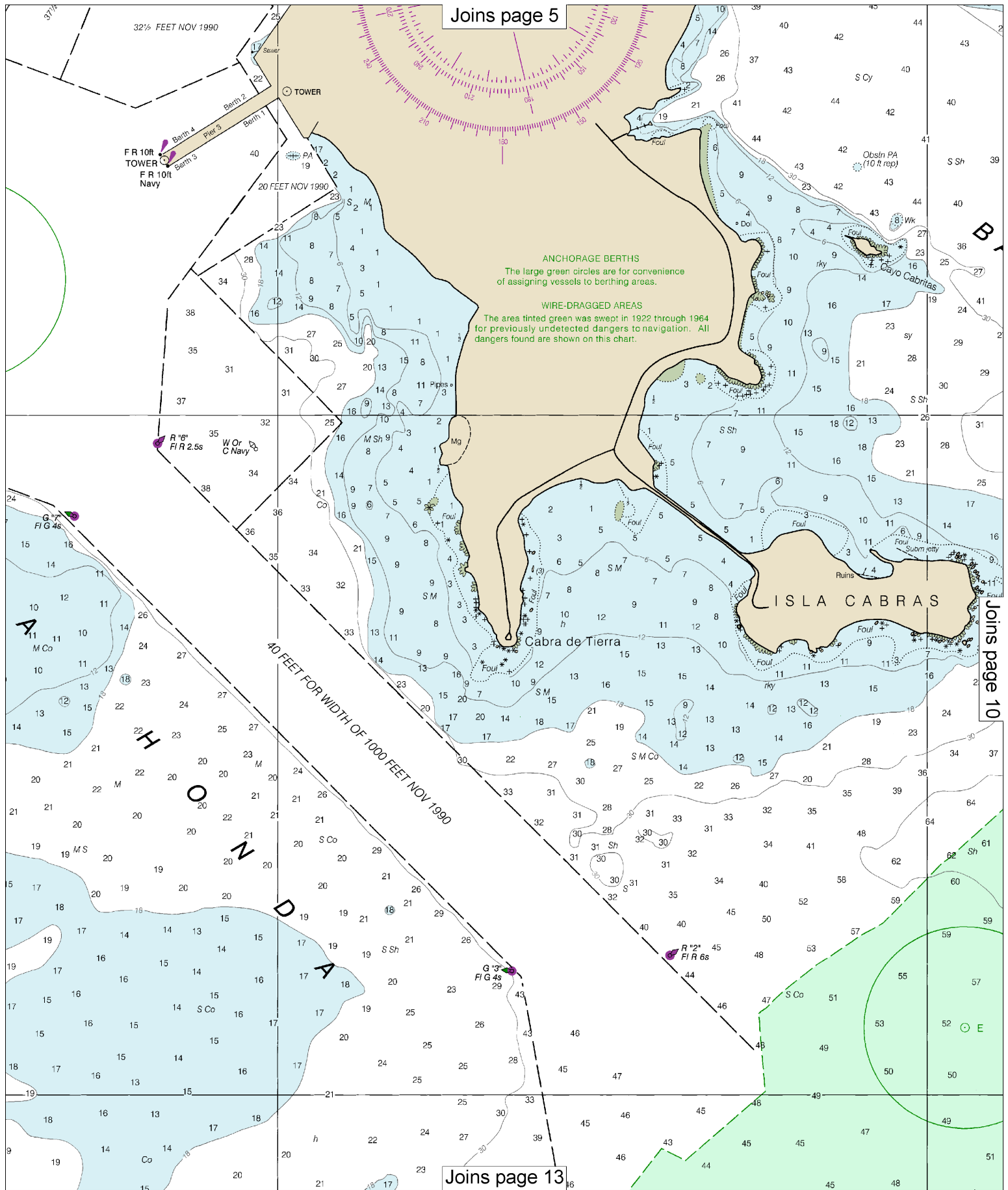
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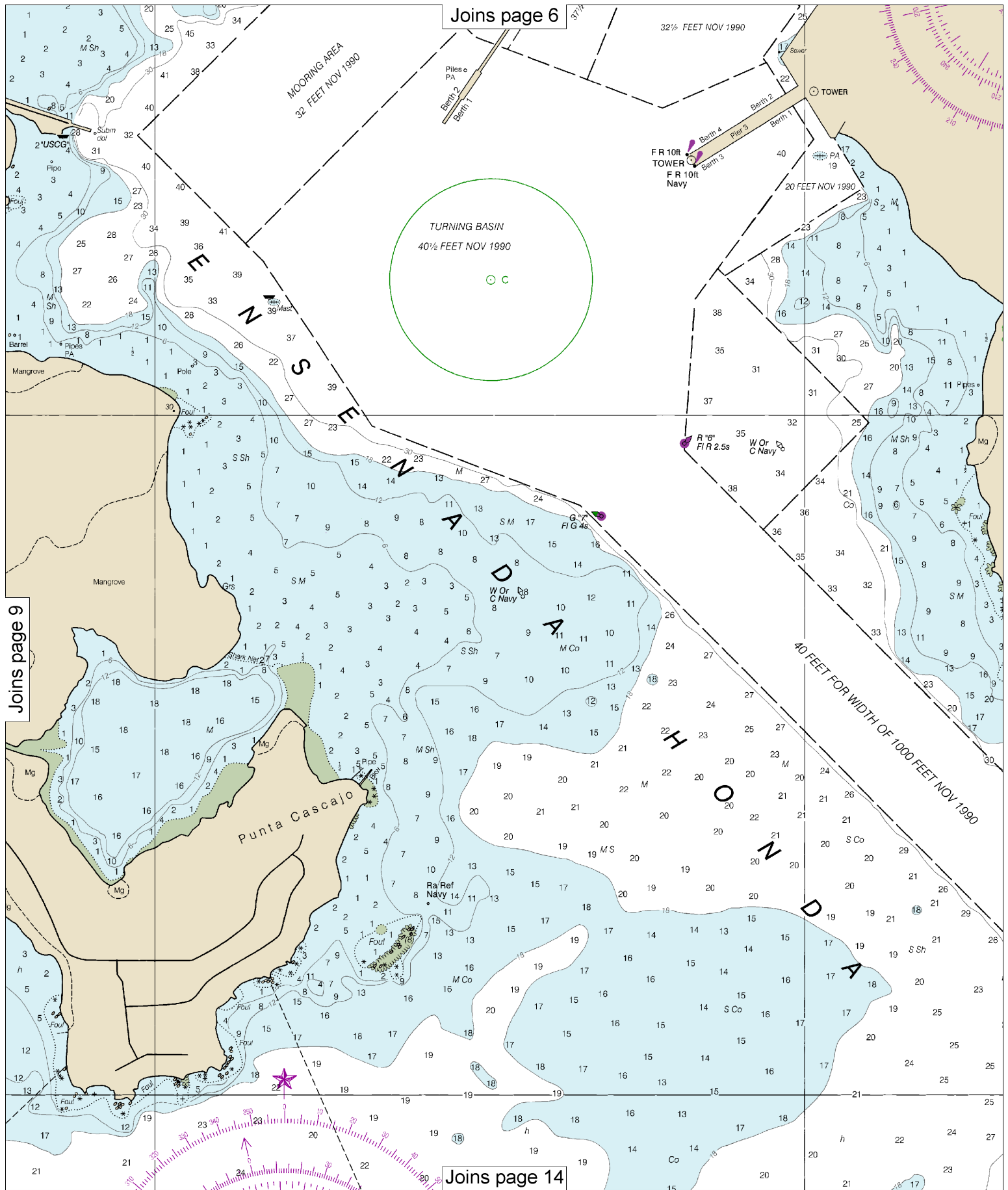
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SCALE 1:10,000

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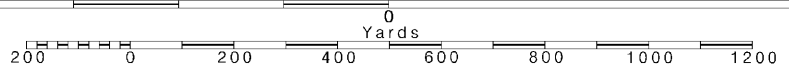
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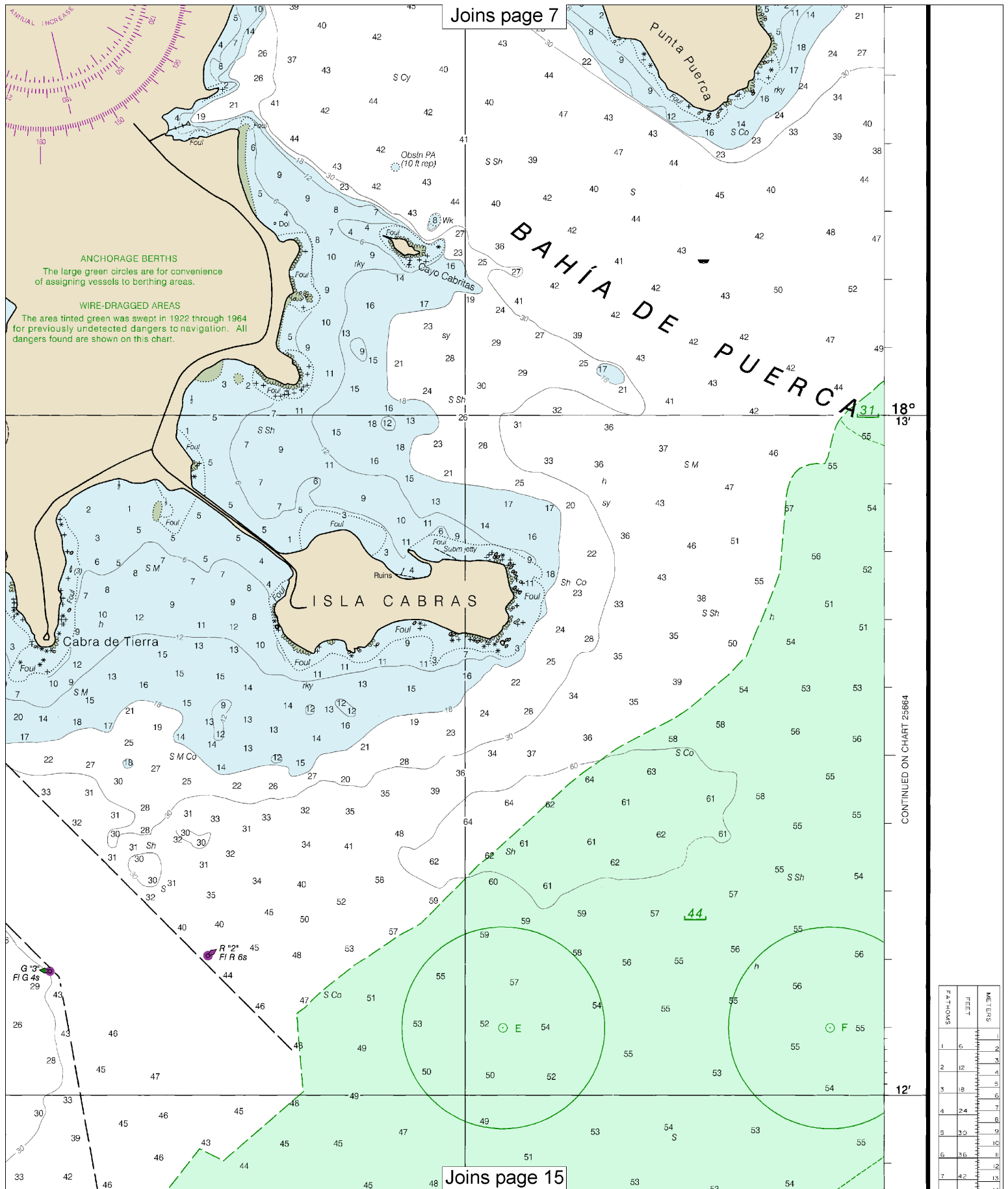
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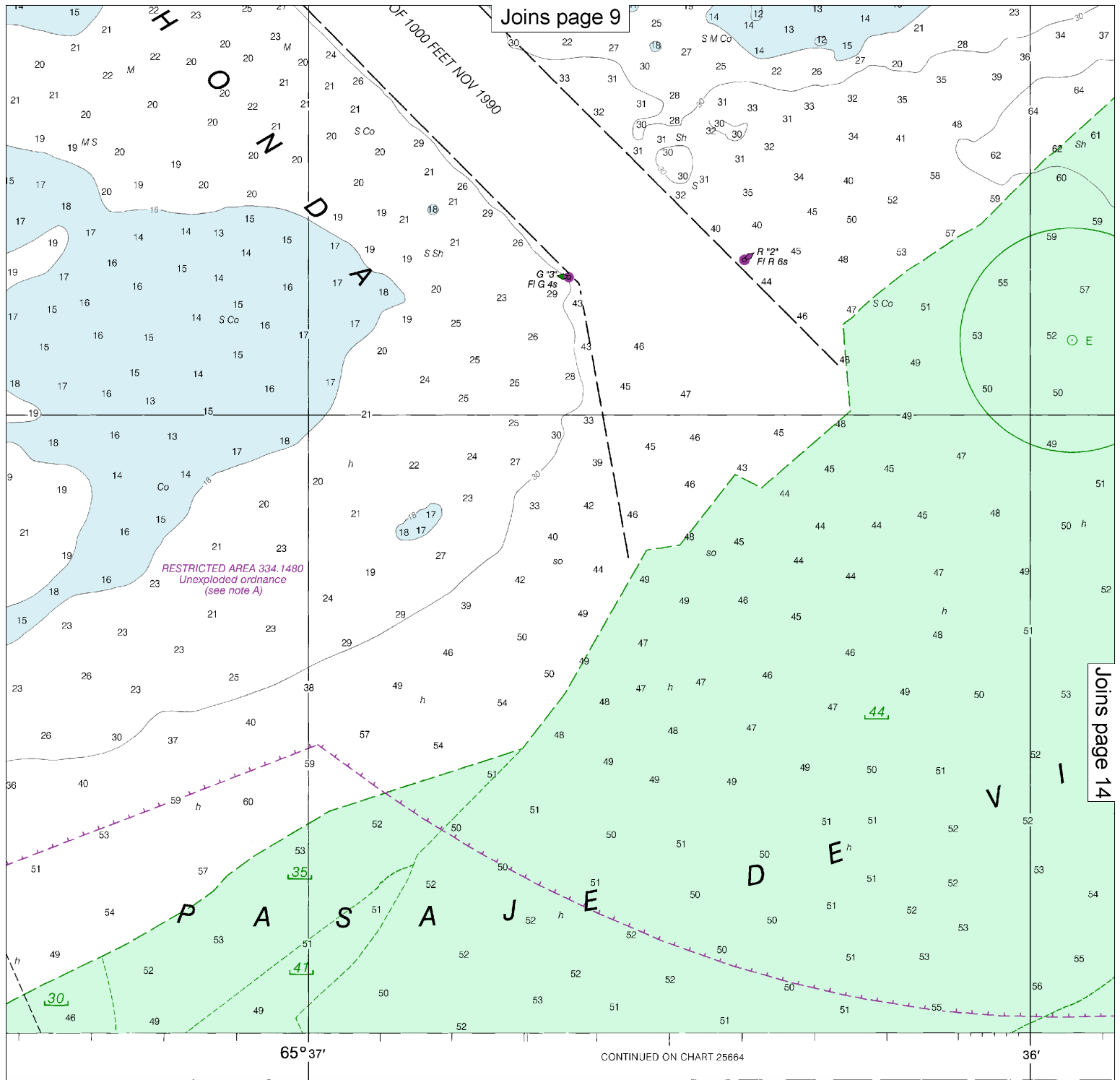
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SCALE 1:10,000
Nautical Miles

See Note on page 5.



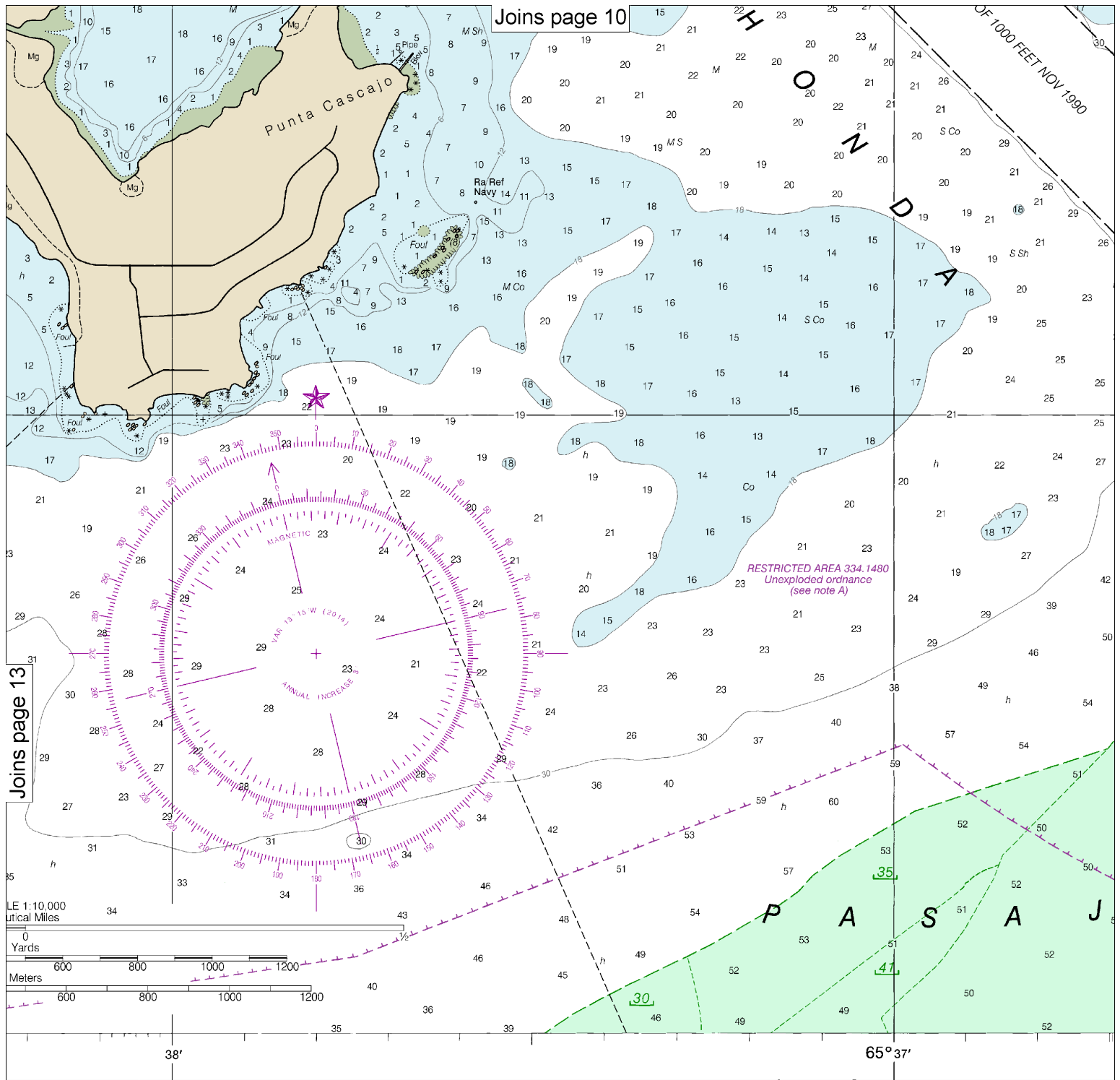




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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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SOUNDINGS I



SOUNDINGS IN FEET

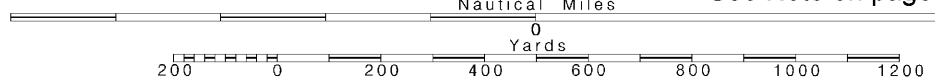
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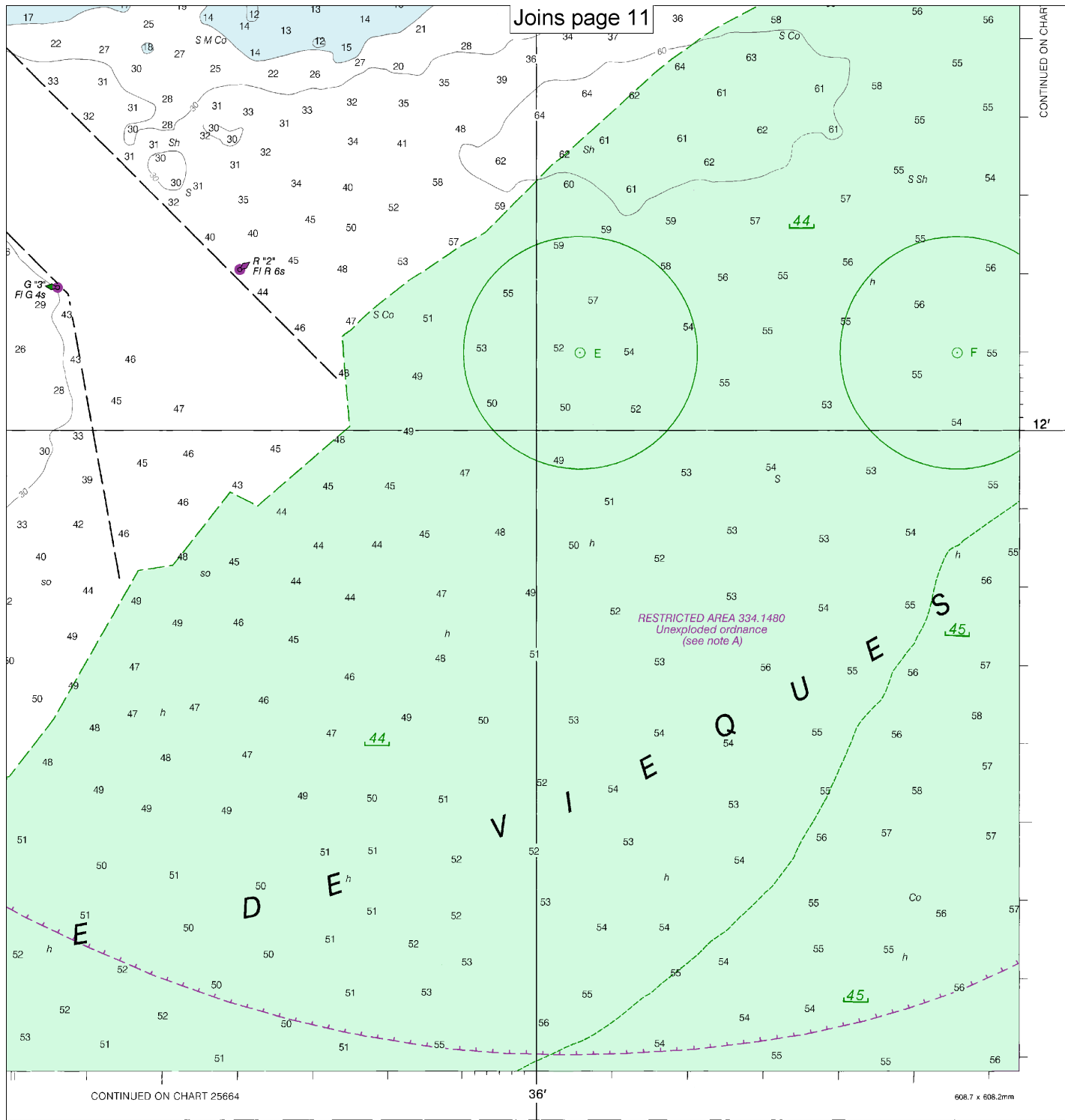
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





CONTINUED ON CHART

| FATHOMS | FEET | METERS |
|---------|------|--------|
| 1 | 6 | 1.1 |
| 2 | 12 | 2.2 |
| 3 | 18 | 3.3 |
| 4 | 24 | 4.4 |
| 5 | 30 | 5.5 |
| 6 | 36 | 6.6 |
| 7 | 42 | 7.7 |
| 8 | 48 | 8.8 |
| 9 | 54 | 9.9 |
| 10 | 60 | 11.0 |
| 11 | 66 | 12.1 |
| 12 | 72 | 13.2 |
| 13 | 78 | 14.3 |
| 14 | 84 | 15.4 |
| 15 | 90 | 16.5 |
| 16 | 96 | 17.6 |
| 17 | 102 | 18.7 |

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Ensenada Honda
SOUNDINGS IN FEET - SCALE 1:10,000

25666



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Interactive chart catalog | — | http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.